



Private Richard J Kulleck
Co. E, 37th Engineers
United States Army
American Expeditionary Forces
World War One



These personal effects of Richard J Kulleck were purchased by the Lorenzo Fiorentino, President, Chicagoland Combined Veterans Museum & Library at an estate sale on December 14, 2022.

Richard was born on 27 October 27, 1893, in Chicago, Illinois. On March 27, 1918, he enlisted into the Army, at the time he was single and residing with his parents at 1240 School St in Chicago.

He was assigned as a Private to E Company, 37th Engineers and they departed on June 30, 1918, from New York on the RMS Mauretania. He returned with his unit and was demobilized on April 5, 1919, at Camp Grant, IL.

Richard was first married to Marjorie B. Dee Kulleck (until 1949) and then married Julia Brindl Kulleck, until he passed away. He had no children with either wife.

Richard died on December 25, 1972. His published obituary in the Chicago Tribune on December 26, 1972, stated:

Richard J. Kulleck, December 25, beloved husband of Julia, nee Brindl, brother of Revs. Leo and Gerard, C. S. S. R., Srs. M. Geraldine and Leonette, S. S. M., Katherine Hohmeier, Margaret Joerger, Lawrence, Francis, Alphonse and the late Adam and Otto. Visitation at Birren & Son Funeral Home, 6125 No. Clark St. after noon Wednesday. Funeral Thursday morning 9:30, services in St. Jerome Church at 10:00. Interment St. Joseph Cemetery River Grove, Illinois. Kindly omit flowers.

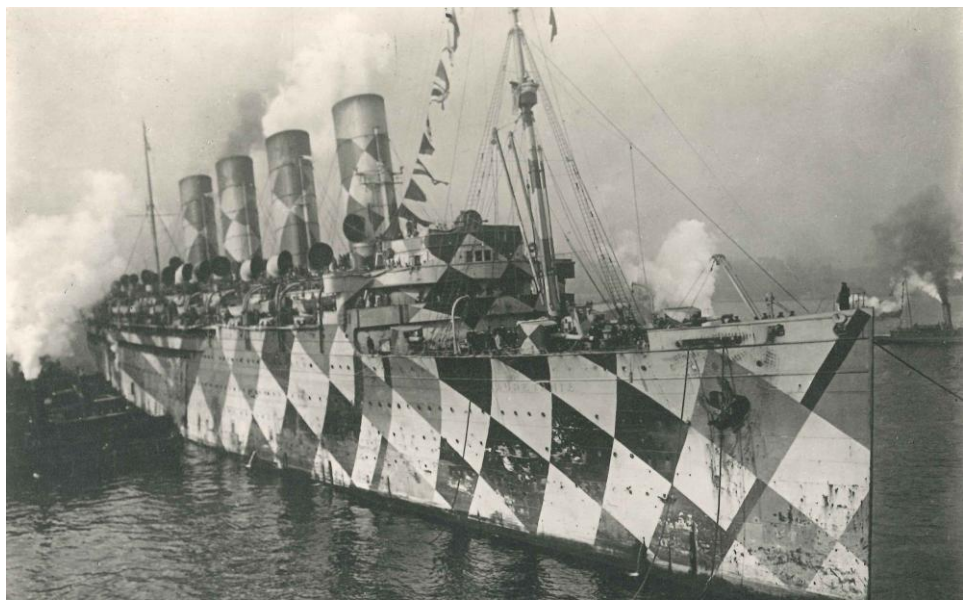
Additional information was researched by Louise Bartnicki.

Compiled by:

Lorenzo A. Fiorentino, MA-HSA
Major, Military Police, U.S. Army (ret.)
Commander, American Legion Post 335
President, Chicagoland Combined Veterans Museum
Commander, American Legion 9th District Council
Adjutant, Veterans of Foreign Wars Post 5979

1/1/2023

RMS Mauretania
December 8, 1918,
with dazzle
camouflage.



The 1st Battalion, 37th Engineer Regiment was organized on 16 January 1918 as part of the National Army at Fort Myer, Virginia.

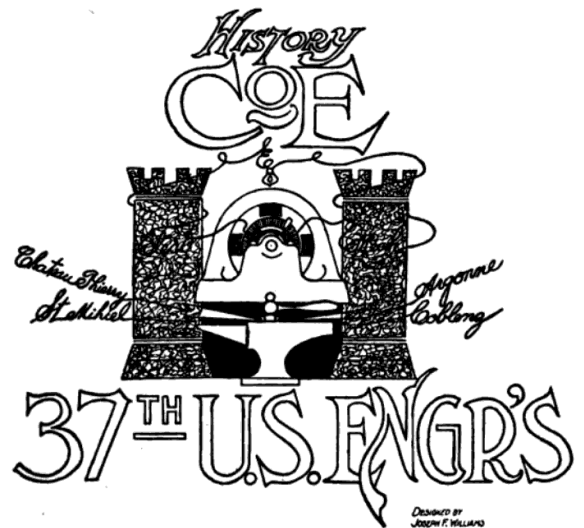
Its primary function was electrical and mechanical engineering.

On June 30, 1918 the 37th Engineer Regiment left New York on the Mauretania bound for France.

During World War I, the battalion participated in the Battle of Saint Mihiel and the Meuse-Argonne Offensive as a part of the American Expeditionary Force.

From November 11 until December 31st 1918, the Regiment took part in Occupational Duties.

Following the war it was demobilized in March 1919 at Camp Upton, New York.

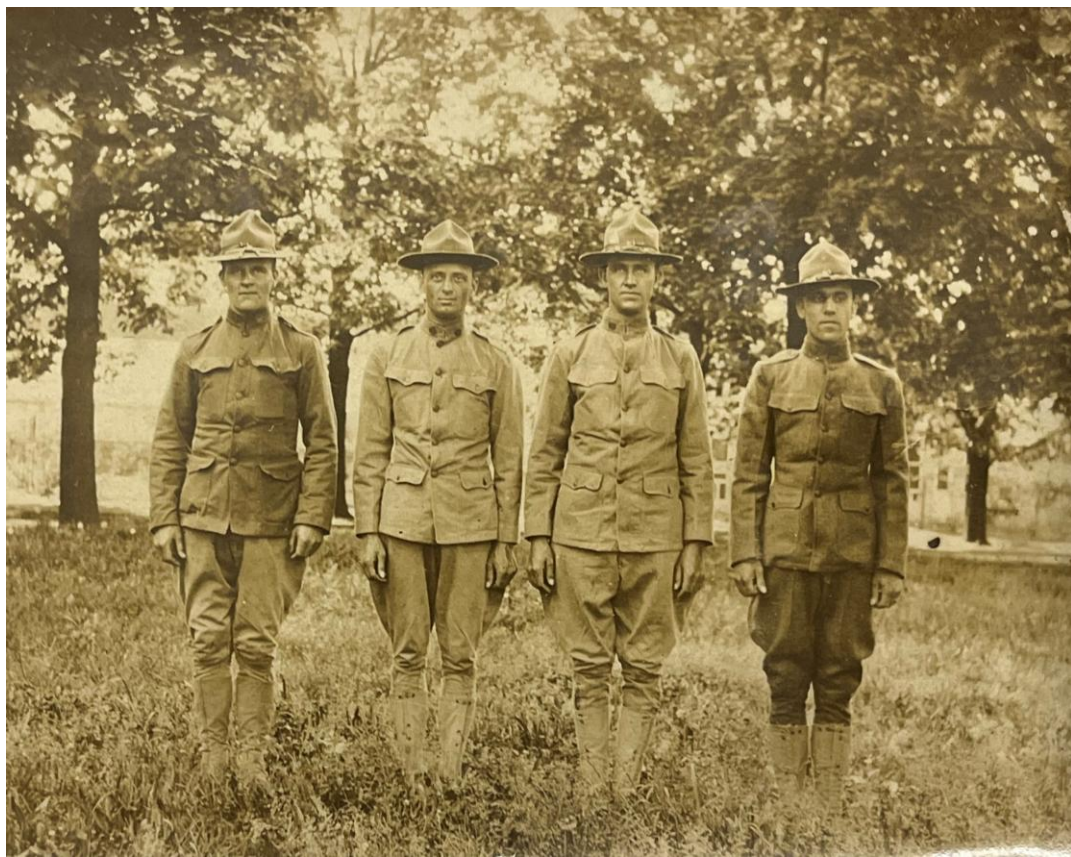


Company E, 37th Engineers
Art work



37th Engineers
Regimental Crest

Training at Fort Myer, Virginia, May 1918



HEADQUARTERS PORT OF DEBARMENT, HOBOKEN, NEW JERSEY
PASSENGER LIST OF ORGANIZATIONS AND CASUALS

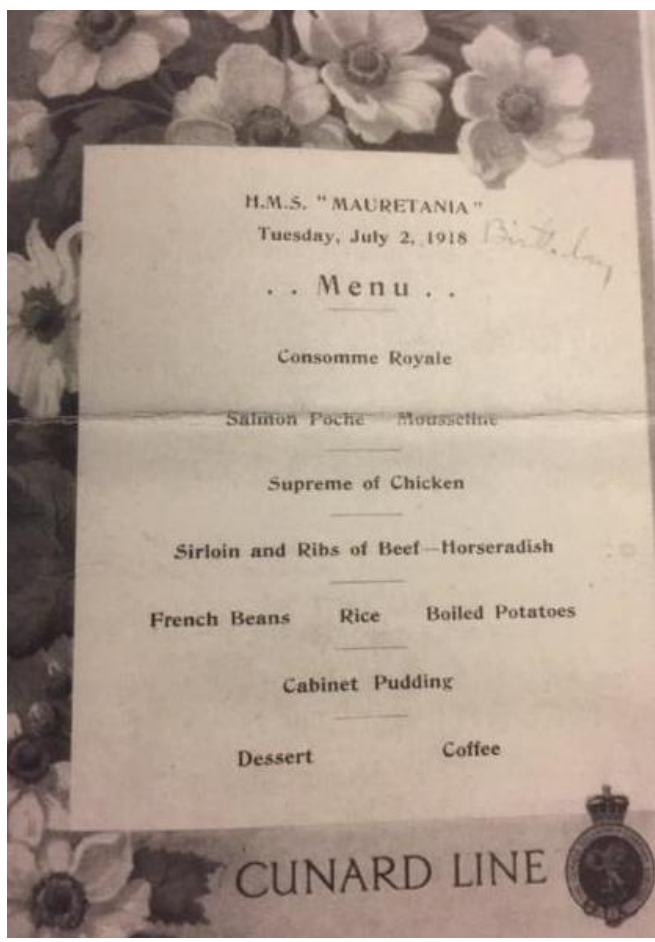
INSTRUCTIONS FOR FILLING OUT THIS FORM
Separate lists of FIVE COPIES EACH, will be filled out by each company or detachment commander as follows:
1st List: Officers arranged according to rank, Army Field Clerks, Field Clerks Q. M. C., Nurses and Civilian Employees. Names should be numbered consecutively beginning with No. 1.
2d List: Non-commissioned Officers above Grade 17, (Paragraph 9, Army Regulations), arranged according to grade.
3d List: Enlisted men below Grade 16, (Paragraph 9, Army Regulations), arranged according to the usual formation of the Company, that is, by squads. The squads should be numbered consecutively beginning with No. 1.

To be filled in by Organization: Give full name of organization including company and regimental designation.
To be filled in by Transport Service: Name of Transport or Commercial Steamer.
To be filled in by Transport Service: Rank or Designation of Enlisted Men.
To be filled in by Organization: Name of Company, Battalion, Regiment, etc.
To be filled in by Organization: Date of Sailing.
To be filled in by Organization: Notify in case of Emergency (Give name in full, for example: Mrs. Mary A. Smith).
To be filled in by Organization: Relation-ship.
To be filled in by Organization: (Number, Street, City and State Do not abbreviate.)

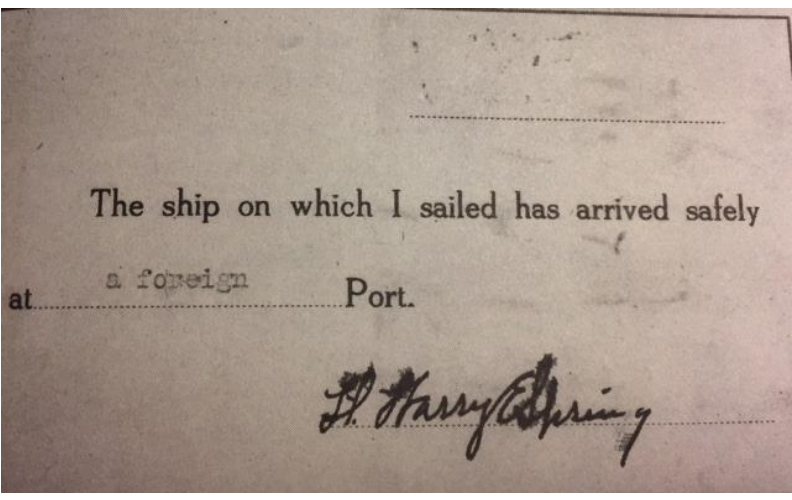
10 E 37 ENGINEERS
MAURETANIA
JUNE 30 1918
NEW YORK

No.	NAME	Rank or Designation of Enlisted Men	Organization	Relation-ship	Address
184.	CLARK JOHN A.	2466991	PVT 30th INF REGTS	MISS MARY CLARK	SISTER 624 NORTH STREET BELLEVUE PENNA
185.	FROOM ALYN	523626	PVT	ALVIN P. FROOM	FATHER 117 "R" STREET MADRA, CALIF. U.S.
186.	KESTON JOHN M.	408460	CORP	MRS. MARY A. KESTON	MOTHER 65 CHASE AVENUE SPRINGFIELD MASSACHUSETTS
187.	SWANSON CARL	406104	PVT	SIGFRED SWANSON	FATHER 97 - 44TH STREET COORNA MAR ISLAND NEW YORK
188.	MULLECK RICHARD J.	438632	PVT	MRS. ANNA MULLECK	MOTHER 1240 SCHOOL STREET CHICAGO, ILLINOIS
189.	ORGAN JOHN W.	460995	PVT	HARRY ORGAN	FATHER 6162 1/2 EVEL AVENUE ST LOUIS MISSOURI
190.	KEUBLE HUBERT E.	483542	PVT	MRS. MARGARET KEUBLE	MOTHER P.O. BOX 48 MOORE MORRIS, ILLINOIS
191.	DAVID GLEN E.	459159	PVT	MRS. MARY J. DAVID	MOTHER 454 WEST 115TH STREET CHICAGO ILLINOIS
192.	GUERAN JOHN J.	460802	PVT	JOHN J. GUERAN SR.	FATHER 4696 EVANS AVENUE ST LOUIS MISSOURI
193.	McDONALD WILLIAM H.	475186	CORP	MRS. AN A. McDONALD	MOTHER 1905 FIRST STREET DIXON, ILLINOIS
194.	BROOKS HENRY H.	798865	PVT.	MRS. EUGENIA BROOKS	MOTHER 50 CATHERINE STR ATLANTA, GEORGIA
195.	GLASTRAD CARL P.	500327	PVT.	JESSE GLASTRAD	FATHER BOX 121 VOLOONT NEW YORK
196.	WENNER BENJAMIN H.	1850923	PVT	THOMAS B. WENNER	BROTHER 1206 CARSON STR PITTSBURGH PENNSYLVANIA
197.	HAGUE JAMES T.	473785	PVT	GUY T. HAGUE	BROTHER COUNCIL BLUFFS IOWA
198.	McMAHON JAMES H.	440631	PVT.	MRS. ALICE WOOD	SISTER 700 CONWAY STREET ST. PAUL, MINNESOTA.
199.	LALLA CHARLES A.	500354	PVT	MISS REGINA LALLA	SISTER 220 MYRTLE AVENUE BUFFALO, NEW YORK

Manifest showing Pvt. Kulleck's departure on June 30, 1918 from New York on the Mauretania bound for France.

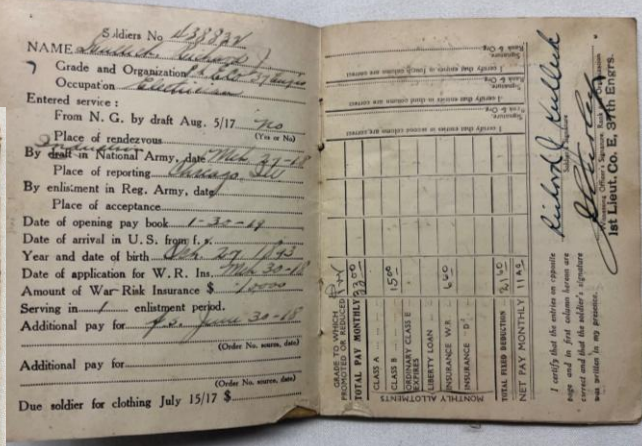
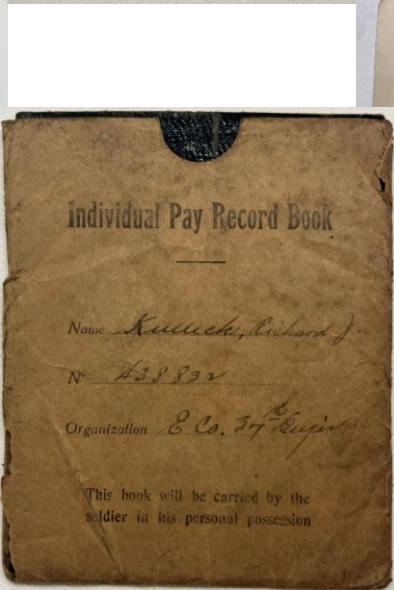


July 2nd 1918 Menu from the Mauretania on the way over to France



Post card that troops could send home when they arrived in France.

Items Private Richard J. Kulleck carried.

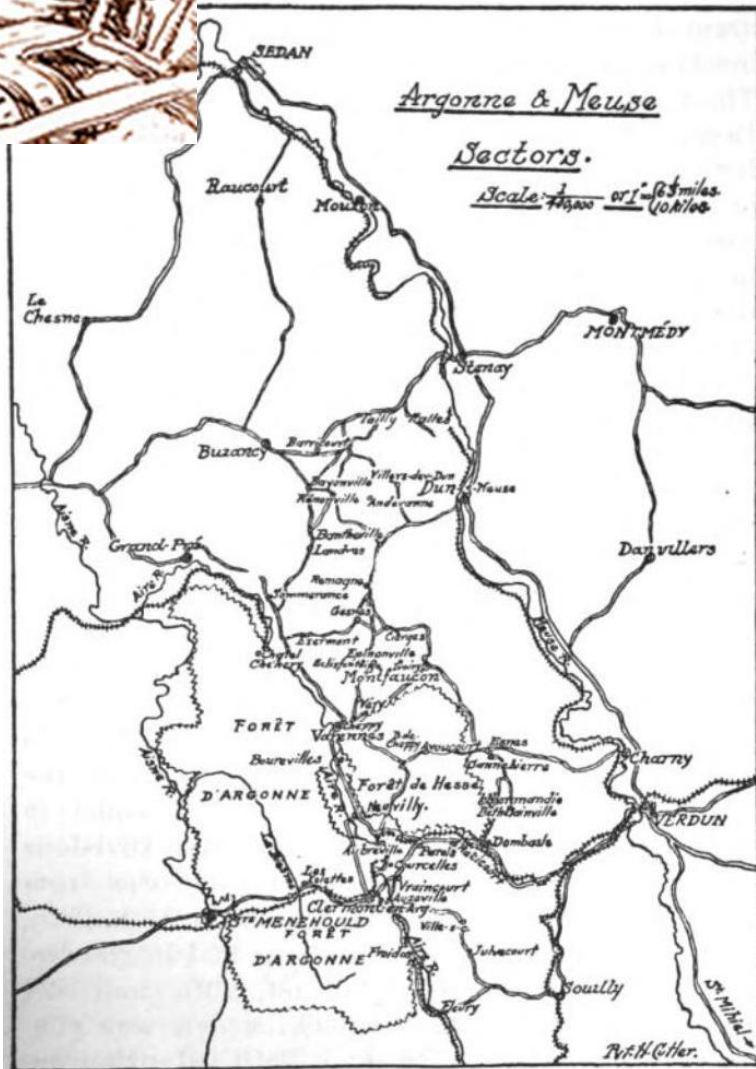


Meuse-Argonne Offensive 1918



The Meuse-Argonne Offensive was a part of the final Allied offensive of World War I. It was one of the attacks that brought an end to the War and was fought from September 26 – November 11, 1918, when the Armistice was signed.

The Meuse-Argonne Offensive was the largest operations of the American Expeditionary Forces (AEF) in World War I, with over a million American soldiers participating. It was also the deadliest campaign in American history, resulting in over 26,000 soldiers being killed in action and over 120,000 total casualties. The number of graves in the American military cemetery at Romagne is far larger than the more commonly known site at Omaha Beach in Normandy.



Private Richard J Kulleck
is mentioned twice in the book
"History of E Company, 37th U S Engineers"
by Herbert C Brown
(pg 70-71 & 745-75)

At the time that the American forces were being grouped in preparation for the last general attack which opened on November 1, Lieutenant Kollock established an advanced post of command at Châtel-Cheherry on October 21, only a few days after the Germans had been driven from the town. The post was maintained there until October 28, when it was transferred to Cierges. His detail at first consisted of Sergeant Lee and nineteen men, but was later augmented so as to include two sergeants, six corporals, and thirty-two men. It was made up as follows: Sergeants Lee and Plapp; Corps. W. S. Wiley, H. R. Fields, T. F. Hayburn, T. N. Bristow, A. L. Morgan, and M. F. Baldwin; Pvts. D. F. Reynolds, R. Dillow, H. E. Dodds, J. E. Zeile, M. C. Larrabee, A. E. Lawson, A. G. Draham, J. F. Merino, J. G. Desler, F. E. Willis, L. W. Dyckman, E. L. Smith, A. Marty, J. D. Murphy, Ed. McMonigal, R. J. Kulleck, J. R. Orlando, L. P. Walcher, P. J. Cardinal, Wm. Unger, O. C. Shafer, H. Morley, C. P. Gray, J. W. Mitchell, J. M. Letter, L. F. Hurd, A. Froom, C. V. Wilbur, O. G. Martin, E. Stolarski, D. D. Goff, and Fred Becker.

The men were quartered in an old barn loft, the only available billeting-place left. At the time the town was crowded with troops. This loft was infested with all the vermin common to the front and exposed to the shelling and bombing. Before departure, the Germans had mined most of the dug-outs and set time-fuses. A number of these dug-outs blew up while the detail was there, and billeting underground was not popular. The crater from one of these explosions was over two hundred feet in width. Cook Reynolds, a past-master in the art of making flapjacks, put some joy into life for the men. A spirited competition as to relative capacity was won by Sergeant Plapp, who consumed sixteen cakes, any one of which would have sufficed for a meal.

pleted. The detail crossed the Meuse River into Stenay on the morning of November 11, the day of the signing of the armistice.

The work assigned to Lieutenant Daly and men was in the nature of general reconnaissance, such as ascertaining the condition of roads and bridges, the location of mines, water points, sources of supply for reconstruction work, and also to look after the installation and operation of pumps and electrical stations and the salvaging of electrical and mechanical material. The detail was made up as

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follows: Sergts. E. B. Plapp and J. L. Dixon; Corps. C. A. Schilling, H. E. Dodds, W. N. McDonald, and M. F. Baldwin; Pvts. H. O. Darrough, R. Currie, R. J. Kulleck, Ross Dillow, D. D. Goff, N. Cole, J. J. Cassidy, M. Kupetz, C. P. Gray, A. E. Lawson, J. H. McMahan, A. J. Mathews, Fred Becker, Louis Barrett, and J. J. McNamara.

The main bridge into the city had been shot in fifteen different places, and the river widened by damming to nearly three times its natural width in order to impede the progress of the Americans. Old men, women and children who had sought safety in the dugouts were coming out as the detail entered the town. The streets were barricaded with furniture laced together with barbed wire, and acid mines strewn about where they might be struck by passing traffic. These mines exploded when tipped over after the acid had eaten its way through the contact insulation. The supplies of food abandoned included twenty tons of flour, fifteen tons of potatoes, large stores of pickles and sauerkraut, and many fields of cabbages.



Return of the 37th engineers, Union Depot train station in St. Paul

The Twin Cities members returned home on April 6, 1919, by way of the Union Depot train station in St. Paul. (above)

The 37th Engineer Battalion was made up of electricians, mechanics, and graduate engineers from all over the country. They installed and maintained barbed wire ahead of front line trenches, maintained water supply, and furnished electric light for hospitals.

They were the first American soldiers to cross the Rhine River in Germany after the Armistice on Nov. 11, 1918.

Below is a photo believed to be of a reunion with Richard Kulleck.

